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United States Environmental Protection Agency
Region V
POLLUTION REPORT

Date: Tuesday, May 01, 2007
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Subject: Midwest Metallics Site
7955 West 59th Street, Summit, IL
Latitude: 41.7775
Longitude: -87.8203

POLREP No.:	5	**Site #:**	B5J2
Reporting Period:	04/01/07 to 04/30/07	**D.O. #:**	29
Start Date:	11/14/2005	**Response Authority:**	CERCLA
Mob Date:	1/17/2007	**Response Type:**	Time-Critical
Completion Date:		**NPL Status:**	Non NPL
CERCLIS ID #:	ILD054348974	**Incident Category:**	Removal Action
RCRIS ID #:		**Contract #**	68-S5-03-01

Site Description

The Site is located at 7955 West 59th Street in the City of Summit, Cook County, Illinois. Approximately 23 acres in size, the Site is located 10 miles southwest of Chicago, Illinois. The Site is located in the west-central section of Summit, and has the geographic coordinates of latitude 41.46.39 N, longitude 87.49.13 W. The Site is bordered by an industrial complex and 59th Street to the north; by railroad tracks and an automobile junkyard to the east; and by railroad tracks and railroad yard to the south and west. Although the Site is located in an industrial neighborhood, there is significant residential development less than 1000 feet to the southeast of the site.

The Site previously operated as a scrap metal processing/recycling facility for more than 20 years. The scrap metal shredder was utilized for the processing of scrap metal articles, such as automobile hulks and light iron. The shredding process facilitates separation of ferrous and nonferrous metals from nonmetallic materials contained in the feed material; after separation, the remaining material is commonly referred to as shredder residue. Shredder residues consist predominantly of nonmetallic solid material, including plastic, glass, rubber,

soil, carpet and fabric. It is an unconsolidated, heterogeneous solid, medium to dark brown in color and typically exhibiting a slight, musty odor.

Key Site features include the main ASR pile, two sets of abandoned railroad tracks, the former materials processing/shredder area, a surface water impoundment located along the northern edge of the Site, and two office/garage buildings currently being leased to trucking companies. The main ASR pile extends along the Site□s eastern border in a north-northeast/south-southwest direction and measures approximately 875 feet along its longest axis. The pile ranges in height from 30 to 70 feet above ground surfaces and in width from 125 to 250 feet. Two separate operations are active at the Site. These companies have leased discrete areas in the west-central and northeastern sections of the Site to conduct their operations. Generally, ground elevations increase by five to 10 feet from north to south, with drainage patterns to the north and northeast. Water and/or leachate from the ASR pile was observed accumulating along the east border and flowing off the Site toward the adjacent automobile junkyard. Other small piles of ASR are located throughout the Site, and many of the berms on Site are constructed of ASR material.

A Removal Site Assessment was conducted on March 15, 2000, to determine the extent of the automobile shredder residue (□ASR□) previously observed at the Site, and to obtain additional analytical data to warrant a removal action. Samples of the ASR were collected from various locations throughout the Site. Eleven samples were collected at 200 foot intervals along the base of the large pile, and eight samples were collected on the top of the pile. Eight surface samples, a sediment sample and one water sample were also collected. The samples were analyzed for Total lead, TCLP metals, and PCBs. The results identified total lead levels ranging from 20.6 to 180,000 ppm, TCLP lead levels of 0.283 to 94.1ppm, and PCBs from 7.6 to 217.7 ppm. The ASR appears to cover an area in excess of 20 acres with depths ranging from one to 10 feet. The largest volume of ASR is located in the pile along the eastern perimeter and is estimated to contain 350,000 cubic yards. In addition to the ASR, the Site allegedly has four underground fuel storage tanks which probably contained diesel fuel for the Site vehicles. The condition and/or possible contamination from these tanks were not addressed during the initial site assessment activities. These potential fuel tanks are outside the scope of this removal action.

Current Activities

Metal recovery operations are underway at the site with minor delays and shut downs due to routine maintenance and weather issues. To date approximately 2,500 - 3,000 tons of ASR have been processed through the system with a recovery of 223 tons of non-ferrous and 59 tons of ferrous metal. Site conditions have been wet resulting in very limited dust emmissions. Perimeter particulate monitoring has not indicated any increase in off-site emmissions. RMG is arranging to bring in a water tanker and suppression equipment to deal with the increased dust as the weather warms and site conditions begin to dry out. Decon trailer is available for the crew to wash boots and change out PPE as necessary when leaving the site. RMG continues to stage ASR and is currently placing processed ASR at the base of the south end of the main pile. RMG plans to install a second ferrous magnet on the conveyor exiting the trommel to capture smaller pieces of metal.

Planned Removal Actions

The planned action for this phase of the work is to process approximately 150,000 tons of ASR through the metal recovery system. Anticipated recovery is 3-4% ferrous metal and 5-6% non-ferrous metals, with a process rate of 7,000-10,000 tons per month. This phase of the work may last 12-16 months to process the entire pile of ASR.

The remaining ASR will be restaged and contoured for final capping after the recovery process has been completed.

Next Steps

-Continue perimeter air monitoring for particulates.
-Arrange perimeter monitoring for site contaminants as condition dictate.
-Continue personnel monitoring as needed.
-Continue recovery operations and improve site conditions.
-Arrange for dust suppression equipment.
-Continue oversight of operation and documentation of recovery weights and payments.
-Install 6' fence along the west access area to help secure the operational work zone.

Key Issues

This phase of the work will require substantial material handling increasing the possiblity of particulate emmissions during site operations. Various techniques will be utilized including misting units, water trucks, and stationary hoses to reduce emmissions on site. Air monitoring of personnel and the site perimeter is anticipated during site operations.

The USEPA will receive a percentage of the value of the recovered metal which will be utilized for the capping operation as outlined in the Action Memo.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
ERRS - Cleanup Contractor	$1,000,000.00	$25,600.00	$974,400.00	97.44%
RST/START	$100,000.00	$2,000.00	$98,000.00	98.00%
Intramural Costs				
Total Site Costs	$1,100,000.00	$27,600.00	$1,072,400.00	97.49%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon

necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

www.epaosc.net/midwestmetallics